

**The Titusville Morning Herald.**  
BLOOM, BROS. & CO. SELLERS.  
W. W. Bloom, J. H. Bloom, J. R. Bloom.  
PUBLISHED FOR THE PROPRIETORS BY  
C. H. BLOOM, Editor and Business Manager.  
The Titusville Weekly Herald,  
Published every Thursday,  
\$3.00 Per Year in Advance.

**IRON WORKS--HARDWARE.**  
**Petroleum Iron Works.**  
BRYAN, DILLINGHAM & CO.,  
**MACHINISTS,**  
Iron and Brass Founders,  
**FORGERS.**  
Manufacturers of  
ENGINES, BOILERS, DRILLING TOOLS, CIL  
CULARS, MULLAY AND CASH SAW  
MILLS, PUMPING MACHINES, WALK-  
ING BEAM AND BAND WHEELS, IRONS,  
PUMPS, AND ALL KINDS OF CASTINGS.  
For Sale and constantly on hand all kinds of  
IRON AND STEEL, PIPE, STEEL  
BOILER CLAMPS, SWIVELS, TONGUES, CLAMPS  
AND IRON FITTINGS FOR STEAM AND GAS  
WORK, BARRICADES AND VALVEWORK,  
AND BROWN PATENT LIQUID TACKING  
"UMF," with the late improvements.  
In addition to the above we have in full operation a  
**BRASS FOUNDRY AND BRASS FURN-  
ISHING ROOM.**  
Where we do all kinds of Brass Work.  
(NOTE:—Special attention is called to our  
**NEW BOILER SHOP**  
and in heavy Machinery for building  
**TANKS, STILL, BOILERS AND MAKING ALL  
NECESSARY REPAIRS.**  
R. B.—Sole Manufacturers of  
**GULLON'S CELEBRATED STEEL JARS,**  
and  
**CROCKERS PATENT CHECK VALVE,**  
New in general use. E. D. & CO.  
No. 5 Diamond Street,  
AGENTS FOR THE  
**AMERICAN COOKING STOVE.**  
sept 20  
**ROBERTS & CO.,**  
Having recently enlarged their  
**MACHINE SHOP,**  
at great expense, are now prepared to manufacture all  
**Tools and Fixtures**  
necessary for putting down and operating  
**OIL WELLS.**  
Our machinery is extensive and complete, consisting of  
two engines, lathes, drilling machines, and  
PLANERS, of the best and most approved make.  
In connection with our MACHINE SHOP we have  
a large and extensive  
**BLACKSMITH SHOP.**  
Our facilities for manufacturing are not equalled by any  
shop in the oil regions. Our work is all done by  
EXPERIENCED WORKMEN  
and warranted, and twenty-five per cent CHEAPER.  
We are manufacturing the celebrated  
New and Improved Sucker Rod,  
the 1st patented to the world by a new process, where-  
by the rods and wedges are done away with. The  
**Price Reduced.**  
12 CENTS PER FOOT AT THE SHOP.  
DELIVERED AT WELLS.  
I liberal discount made to Dealers.  
Titusville, Sept. 10, 1887. **ROBERTS & CO.**

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Dealers in  
PIPE, JOINTS, MARBLE & CO'S STEAM  
AND GAS FITTINGS, MORTAR TANKS  
AND GAS LATHEWORK, CASKING  
AND TUBING.  
Manufacturers of  
**Drilling Tools and Steel Jars.**  
dealing of all kinds of steel, and all kinds of Oil  
Well Supplies kept constantly on hand. Brass Works  
of every description, etc., etc.  
Our extensive experience in Tank Building enables  
us to serve the public that work of this description  
entrusted to us, will be of the highest order.  
Our Drilling Tools are the best manufactured in this  
country.  
Our stock is selected with great care.  
We have in our employ the best Steel Workers in  
this section of country.  
At kinds of work Warranted.  
See and Shop in on Monroe street, near the  
Depot.  
H. GIBBS, W. M. STERRETT,  
**STEVENS BROS.,**  
The Best of Fresh and Healthy  
**BEER, BUTTER, LARD & FLOUR.**  
For sale daily, and delivered free of charge.  
**EXTRA SAUSAGE, SMOKED MEATS,  
MORTAR**  
A NEW SALT PORK.

**MORNING HERALD.**  
THE FIRST DAILY PAPER IN THE OIL REGIONS.  
VOL. V. NO. 149. TITUSVILLE, PA., THURSDAY, DECEMBER 10, 1888. PRICE FIVE CENTS.

**AMES**  
**SELLING**  
**HARDWARE,**  
**CHEAP.**  
**STOVES**  
in endless variety  
at AMES'  
**House Furnishing**  
**GOODS**  
Large stock just received  
at AMES'  
**PLATED WARE**  
New Styles,  
at AMES'  
**Clothes Wringers**  
at AMES'  
**TABLE CUTLERY,**  
The largest assortment in the city,  
at AMES'  
**TIN WARE,**  
Made "on the spot by special articles,"  
at AMES'  
**Brittania Ware,**  
and several other kinds of Ware,  
at AMES'  
**Fulton Meat Market,**  
NO. 11, DIAMOND STREET,  
Titusville, Penna.  
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**The Great Steamboat Disaster.**  
We have additional particulars of the terrible  
calamity of Friday night, on the lower Ohio, in  
our exchange from below.  
The boats were valued at \$150,000 and \$140,  
000—total \$290,000—and are regarded as a total  
loss. The insurance was entirely in Cincinnati  
and Louisville companies, mainly the former,  
amounting to \$250,000 on the boats, and \$50,000  
on the cargo, for a total of \$300,000.  
The disaster which brought the steamer to  
Cincinnati late on Saturday night, presented a  
night to the eyes of the crowd, scalded along  
the cabin floor, on coals, the scalded and the  
wounded were lying, groaning under the agonizing  
pains of their wounds. Men and women, half-  
dressed, covered with shawls, blankets and bud-  
diquis, were gathered around the stove, shivering  
with the cold. Half-dressed men, with bandaged  
heads, were lying on the floor, and the women  
were weeping over their entrance into the cabin  
was one that we shall never forget.  
The clerk of the United States says the boat  
was struck by the America on the larboard side,  
about ten feet off forward, the collision striking  
several barrels of petroleum into the furnace,  
causing the flames to flash up in a moment.  
The boats were within two hundred yards of  
each other before either of the pilots discovered  
the proximity.  
There were two bridal parties on the boat, and  
some of the passengers thought they would have  
a little sport in teasing them, which they did,  
and some of the United States crew, who were  
the accident occurred, and I think if it were not  
for the steamer the bridal parties would have been  
lost, but as they were in their state rooms, and  
they were apprised of the danger in which they  
were, and got off the United States boat, and  
and as their state rooms were on the same side  
as the America, they were saved. The scene  
ladies stood, throwing their children overboard,  
and crying for assistance. Upon the United States  
number of ladies stood, wringing their hands,  
and crying for help, but they would not leave  
the place they were in, and perished in the flames.  
A passenger states that it was not over thirty  
seconds when the United States boat, the cause of  
which was the burning of a number of barrels  
of petroleum stored on the bow of the States.  
The America immediately caught fire, and suc-  
ceeded in making the Indiana shore, where her  
crew got on a safe to shore her passengers in  
escape. He was the third man off the boat. He  
returned and assisted the ladies off the boat. He  
saw a number jump into the river. He assisted  
two ladies off the boat who were entirely naked,  
having lost their clothing while escaping from  
the raging flames. Over seventy five per-  
sons took supper on the America before the col-  
lision.  
A list of the United States passengers can not  
be correctly given, as the United States boat, the  
clerk's register, which was burned with the boat.  
There, unhappily, remains but little doubt that  
Mr. George W. Faberstock and daughter, of  
Philadelphia, were among the lost. They are  
supposed to have been passengers on the boat,  
and their names do not appear among the saved.  
Among the survivors is Mr. Jesse Smith, of this  
city. We have heard the particulars of the boat's  
escape. He had, contrary to his habit, laid down  
in his cabin, with his clothes on, and when the  
crash occurred, he sat up in his room, and  
made his way ashore, jumping into the water  
and wading. He lost all the property he had  
with him with the exception of his violin and  
the clothes he wore.  
The America's main deck was all burned off,  
she lies against the bank, on the Indiana shore,  
head up stream, in seven feet water. The United  
States lies in eight feet water, head up stream,  
about one hundred yards above the America, and  
eighty feet from shore. The main deck of the  
latter is not all burned off, and the frame of her  
wheelhouse were still standing. The sale of the  
United States was recovered and brought  
back to the Demost.  
The clerk of the America burst open the room,  
No. 32, in which Miss Burton, of the company of  
Ole Bull, was sleeping. He had a great deal of  
labor in getting her out, and had to force her off  
the boat.  
CINCINNATI, Dec. 7.—Details of the collision  
between the America and the United States are  
coming in slowly. The indications are that both  
boats were, at the time of the collision, headed  
toward the Indiana shore. The General Lytle  
arrived last night with a few of the passen-  
gers, mentioned yesterday as being lost, he says,  
Geo. W. Faberstock and daughter, of Philadel-  
phia, were lost on the United States. Mr. Phil-  
der, of Pennsylvania, passenger on the United  
States, is buried badly about the face and  
Mr. Cunningham, of Allegheny City, Pa., on the  
same, is in the hospital in this city, badly burned  
on the hands and feet, and the right side of the  
face. A lady, thirty years old, en route from  
St. Louis to Memphis, is slightly burned.  
Mr. Taylor, clerk of the America, visited all the  
wounded in this city yesterday, administering to  
their relief.  
The Cincinnati Commercial says: Milton  
Wood, pilot of the low boat Lark Lin No. 3,  
was among the America's passengers. He says  
he was in bed and distinctly heard the America's  
pilot blow two whistles for the right, which was  
answered by one whistle from the United States.  
Then the America repeated two whistles, and the  
United States replying with one. Knowing  
there was trouble, he instantly jumped out of  
bed and ran out on the guard. In the meantime,  
he says, he heard the America ring her "stop-  
ping" and then her "backing" bell, and the  
only made three escapes, when the boats came  
together.  
Jesse Smith, of Smith's Ferry, Beaver county,  
Pennsylvania, was on the United States, and ran  
out of his room, and stood on the deck, and  
saw the fire. He also saw smoke, and was slightly  
burned by the flames of oil floating on the sur-  
face of the water.  
Mr. Fisher, of Pennsylvania, a passenger on  
the United States, was taken to the hospital in  
this city, and yesterday removed to the Broadway  
Hotel by friends. He was burned in the face  
and hands—face much blackened. Mr. Cunn-  
ingham, of Allegheny City, Pennsylvania, on the  
same boat, was in the hospital here. His face  
and right side of the face were badly burned.  
The Engineer says: The collision occurred  
about quarter past eleven o'clock. The America  
struck the States a little off the bow, cutting  
deeply into her bow. The forward guards of the  
States were taken up with coal oil, and a quality of  
freight which requires to be carried where the  
oil will get at it. Almost simultaneously with the  
collision, the States struck from the bow of the  
States, crashing up as high as her hurricane  
deck. It flashed up like the explosion of  
gunpowder. The fire ran up the boat's stairway,  
and within a few moments the whole forward  
part of the boat was on fire, the flames leaping  
up high into the tops of her chimneys. The  
wind was blowing up stream, and directly against  
the head of the States, and drove the fire right  
into the cabin, and it was not more than two  
minutes until it extended to the aft end of the  
steamer, and the whole cabin and upper deck of  
the boat were in flames.  
The fire originated from an ignited lamp that  
was sitting in the bow of the States. The shock  
of the collision burst some of the oil barrels,  
and the oil took fire from the lamp. The boats  
struck each other on the bow of the States, and  
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